



SWANTON PACIFIC RAILROAD SOCIETY

Number 31

September 1995

Reminder

Our workdays for September are Wednesday evening at Cal Poly, September 6, @ 6:00 P.M. and at Swanton Ranch, Saturday morning, September 9th. Since our Saturday workday is Ed's retirement party we will naturally be having steam this weekend. Preparation and cleaning will start Friday evening and firing of the steam locomotive will be early Saturday morning.

On Track

with your Director,
Ed. Carnegie

I am happy to report that the BBQ area is almost completed. Both BBQs are ready to use, light stands are in place, and the ground is covered with gravel. We will have the grand opening of the new BBQ on the 9th of September. Remember, if you're planning to be at this workday, the trains will be running. Please send in your RSVP for the retirement party so we can have an accurate head count for food. Hope to see you there.

The membership is up this year to 108 members and the involvement per member is way up with 20 to 30 members contributing every month. The individual contributions so far are \$4,255, which is enough to cover all the costs that members require, such as postage, electricity and phone. Yes, I said phone, we now have an operating phone in the machine-shop. The phone number is 408 423-8204. The phone is listed under Swanton Pacific Railroad in Davenport. The phone service is set up for "credit card calls

only" for out going calls. It accepts all incoming calls, except for collect calls. We plan on having an answering machine on the line by next weekend.

Construction projects we have. Lots of them! If you want to take on a project and see it through, let me or one of the officers know and we will set you up. This last month Cosmos decided that the wheel skates needed to be more visible so he painted them and put chains and a tag on them. You can't miss them now. Take a look the next time you're up. We must remember that no car is to be left without a skate under the wheel.

We have not received any written input on the "1500" yet. If you have strong feelings one way or the other, let the newsletter know.

"Crossin' over the tracks"

This is a reminder that our Director is retiring from the Agricultural Engineering Department at Cal Poly. To mark this event everyone is invited to help blow off a little steam. The day is Sept. 9, our normal workday. By now you should have received a flyer and if you have not sent it in yet and still plan to attend please give us a call immediately @ (805) 756-2378.

Behind the throttle

with your President,
Dave Stupi

Dave, who works for PGE, has been real busy spending long hours during what they call, an "outage". Hopefully with all of the extra time he has been working, he will earn some time off next month.

In the Caboose

with
Lou Haughney

Our Historian has been continually gathering information about the history of our train. Currently he is working on a time line starting from the birth of Louis MacDermot up through the Society's current operation. He has a wealth of information to share. As soon as all of the information is gathered and the dates verified he will compile it and share with all of the members. Recently he contacted Robert Maxfield the former owner and operator of the Calistoga Steam Railroad. Mr. Maxfield was the owner of the "1912" and the "1913" before Al Smith purchased it from him. Understand Mr. Maxfield has a video to share and we will try to show it during our September workday (partyday).

Gandy Dancing

with
Elmer Stone

Elmer and his crew of "Gandy Dancers" have been busy each month maintaining and keeping the track in top shape. The next big project is straightening out the S-curve right before the Scott creek bridge. This calls for a new length of track laid and one end of the bridge moved over to align with the new track. Most of the grading for the new track bed has been done. Right after the October 8th weekend, plans call for cutting the main

track and starting to tie it into the new section of track. This will be a busy time and it might take a few extra weekends, so if you can, set some extra time aside to lend a hand. Elmer will keep you posted on the actual times.

Since Last Month

The month of August was active at the railroad. Most of the work was around the barbecue area, the car barn, and the s-curve right before the Scott Creek bridge. Descriptions of the activities in these areas are included elsewhere in this newsletter. Work continued on the "502" and the "1912". Measurement were taken on the volumes of the tenders to see how much water they held at various heights of capacities. The saddle tanks on the "1500" were also checked to find their volume but they leaked so bad that no data was taken. Finally, the roof covering the fuel storage was worked on and should be finished by September.

Projects

As was mentioned before, the barbecue area is being totally refurbished. It's just about completed and the area looks fantastic! Some plumbing and electrical work still has to be done but it is now functional. Just in time for Ed's retirement party. Plans call for a warming oven to be installed at the end of one grill and a gas burner at the end of the other.

Greg's, 2-ton bridge crane for the car barn is still being constructed. A lot of small detail work is being done which takes time and doesn't show much progress, but he is working on it between his classes. He has spent a couple extra weekends at Swanton taking measurements and drilling holes. At the past workday he and a few other

members put up about half of the connection plates, getting ready for the crane. Greg says his goal is to have it up by the end of the year.

Marty Campbell has been spending numerous hours working on the "502" diesel locomotive, making and installing a lot of little details. It is really starting to take shape and looking like a full size General Electric U-25-B. He's moving fast so if you want to see the progress in the works, you need to stop by each month.

At Cal Poly, the "1913" is still being worked on. At the last work-evening the rear truck of the tender was removed. This truck was then taken up to Swanton and replaced the one under the "1912" tender which was damaged and needs to be repaired. We look forward to seeing you his weekend.

1500

Ed Carnegie

We are in the planning stage of what we are going to do with the "1500". At this point in time we have three ideas: 1. Make a pilot truck, tender, new cab and fit it out as a working 2-6-0 locomotive. 2. Put a pilot truck on and rebuild the saddle tanks, keep the cab and use it as a switcher. 3. Rebuild the "1500" as it was originally built for the Over Fair Railroad. I would like to encourage you to make your feelings known and use our newsletter as the primary communication link to express your ideas. We should not rush into any of the alternatives until we have answered all of your questions and have a good consensus. Let us know your feelings. Following are two responses to our request.

"New Versus Old - A Swanton Dichotomy"

Andy McMeans

In our last newsletter we were asked to voice our opinions on what to do with our recent acquisition, the Overfair Railway #1500 switch engine.

Although I have no idea whether my opinion is feasible, let alone how one would go about doing it, I think we all need to get the issues out in the open so we can all be a part of the process, whether it be done our way or not, so following is my opinion.

I would like to see the #1500 restored as close to original as possible. It was the first of MacDermot's locomotives, and deserves a special place in it's new home at Swanton. We have three locomotives for hauling passengers already, so making a "road engine" out of the #1500 isn't necessary. A tank-type 0-6-0 switch engine would be an interesting and useful addition to our roster, and could be used for what switch engines are intended - to shuffle cars around and assemble trains prior to their departure from the station.

What we do with the #1500 is just another specific example of an on-going question with the Swanton Pacific. Are we restoring a piece of history, or building a new piece of history? I think we can do both to some extent, but we need to think about what we are trying to do and how it affects what was done in a past era. Lets not sacrifice "history" if we don't need to.

Lets use it!

Kent Jefferys

In response to your inquiry in the Newsletter (Aug-95) concerning the "1500", I provide you with my two pennies worth.

Plan one: Pilot trucks, cab and tender; Bad Idea! History already taught us when you make bobsleds you make it light and slippery. The boys at Baldwin put together

two very good articulated tank engines for the Uintah Ry (sp) and when they ended up in South America with little weight over the drivers and a nice long tender... what did they have? A long distance bob sled.

Plan two: Added pilot truck - Two thumbs up! The 0-6-0 is great on traction but lousy on track (not to mention kidneys and gall bladders). If Elmer ever wants to keep well aligned curves (I'm talking about track, not ladies) he'll vote for this one. Anyway, we have two good road engines and the #502 makes three. What we need is a switcher for light duty maintenance of way, car shifting and engine crew training. Put the new fireman on the switch engine instead of finding out how far you can run the "nineteens" with an empty water glass.

Plan three: Rebuild to Overfair standards. The Swanton Pacific is neither a museum nor a monument to the Steam Gods. It is a working railroad and if something doesn't "haul its own weight" or do the job, you modify it till it does or use it for a rusting hulk in back of the engine house.

There has never been a railroad that couldn't use another engine. We've got an opportunity here - Lets use it!

Wanted

You ! We are interested in running a biography of a SPRS member in each issue of the newsletter. We need someone to contact this person and get them to reveal their past, and find out why they spend their weekends at Swanton. Then they will need to compile a short bio and forward it to the secretary. Is anyone interested in being an investigative reporter for the SPRS? If you are interested in working on this project give Jim a call @ (805) 756-2432

Elections

President, Dave Stupi, wants to remind you that elections for the Executive Board for the upcoming year will be held in November and that the ballots will go out in October. Are you interested in being a board member? There is always room for good help and it makes a better election if more than one person runs for each office. Let your Director know.

Calendar

Sept. 6.....	Cal Poly work evening
Sept. 9	Carnegie retirement
Sept. 17	Campbell teachers
Sept. 30	CP Student Ambassadors
Oct. 1	Land Trust Day
Oct. 8	"2472" Group
Oct. 11	Cal Poly work evening
Oct. 14	SPRS workday
Nov. 8	Cal Poly work evening
Nov. 11	SPRS workday
Dec. 6	Cal Poly work evening
Dec. 9	SPRS workday
Dec. 31	New Years Eve Run

Membership

Annual dues to the society is \$25.00 per person. Dues are collected during the first of each year. Any correspondence to this newsletter or change of address and/or phone number should be sent to:

Swanton Pacific Railroad Society
 Agricultural Engineering Department
 Cal Poly State University
 San Luis Obispo, CA 93405

(805) 756-2378

Workdays

Workdays are held at the Swanton Pacific Ranch near Davenport, CA., the second Saturday of the month and the Wednesday evening, prior to that Saturday at the Agricultural Engineering Department, Cal Poly State University. Anyone and everyone is welcome at these workdays.

Swanton Pacific Railroad Society Excutive Board

- Director:** Ed Carnegie
 - President:** Dave Stupi
 - First Vice President:** Randy Jones
 - Second Vice President:** Bill McNab
 - Secretary/ Editor:** Jim Matheny
 - Treasurer:** Ed Carnegie
 - Track:** Elmer Stone
 - Facilities & Grounds:** Bob Nichols
 - History:** Lou Haughney
 - Engine & Rolling Stock:** Randy Jones
 - Operations:** Vince Cipolla
 - Social & Publicity:** Martha Neilsen
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